

GALT TRAFFIC



The monthly Newsletter of EAA Chap. 932 at Galt Airport, Greenwood, IL 60097 (10C). **President:** John Wise, 7704 E. Sunset Dr., Wonder Lake, IL. 60095 (FLYDVII@AOL.COM) **Editor:** Jeff Hill, 9610 Hidden Ln., Woodstock, IL. 60098, (JJHILL@COMPUSERVE.COM)

NOVEMBER 2000

TOY DRIVE

Galt Airport is participating in a toy drive for needy children this holiday season. Please help us by bringing a new, unwrapped toy to the Airport by Dec. 1. Thanks!

WELCOME ABOARD

Greet new members **Mike Hart, Larry Schubert, John Sterling and Scott Ross.** We now number 63!

MISCELLANEOUS CHAPTER BITS & PIECES

Next meeting is Sat., Nov. 11, 10 AM at Galt. We didn't have a business meeting October 14, just got right into the Young Eagles Rally. We had a great day with over 30 new Young Eagles. In the evening we had our Chili Fest, Bonfire and Hayrides. We had a good turnout of around 50. John and Michele Kemper's Chili was excellent, made with good lean beef and all fresh vegetables (straight from their garden) making that delicious difference! If you missed this one, catch our Pasta Potluck Jan. 13 – it will be a fun evening.

The desire to own our own tent has finally been realized. In the past, renting a tent was the biggest single expense of our fund raising activities. We have purchased a used (good looking, yellow and white) tent that consists of four sections and can be set up as either 30'X30', 30'X45' or 30'X60'. Because of the good work you members have done in the past, the chapter has it's own tables, chairs and now, it's own tent. We're looking forward to a great 2001 "under the big top"!

BE A PILOT is an industry wide program designed to get those people who have been "sort of thinking about it" into a pilot training program. The Chapter would like to become more active in BE A PILOT. To start out, we should get an information kit together for Young Eagle teens that express an interest in starting flying lessons. An excellent start for such a kit would be the 30 page booklet, "*Learn to Fly, Become a Pilot*" by Irvin N. Gleim. Gleim has been extremely supportive of the program and would make these booklets available at little or no cost. We should also hold some BE A PILOT seminars for the general public, maybe at a place like

MCC – there would probably be quite a bit of interest in MCC's enrollment alone. Want to get involved in this? Do! We could also use your talents in contributing to this newsletter and the Chapter web site. We'd like to expand the newsletter to 4 pages (11"X17") and add to our web site. How about contributing articles, artwork, photos and ideas. Get involved by contacting any Chapter Officer or Director. To help you, the following is a list of names and contacts:

Pres.	John Wise	815-653-3966	flydvii@netzero.net
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POPLAR GROVE AIR MUSEUM

Flown over Poplar Grove (C77) lately? Construction is well underway on a new air museum located on a 14-acre site on the north side of the airport. The focal point will be the relocated 1937 hangar and terminal building from Waukesha County Airport (UES). The museum is also getting vintage hangars from Truax (MSN) and Mitchell Fields (MKE).

Dick Wagner, a museum director is quoted in the November issue of *AOPA PILOT* (P.44) as saying, "Envision a setting of authentic, historic early aviation hangars restored to their original state. Picture reaching these buildings by crossing an old open truss metal bridge with loose wood planks, and arriving in an atmosphere of bygone days where nostalgic memories abound. This is our vision, and it is becoming a reality."

The *AOPA PILOT* article also has an artist's concept of the completed project.

VISIT OUR CHAPTER WEB SITE AT
<http://members.aol.com/ea932galt/>

You should belong to EAA and AOPA. Join both now!

1-800 JOIN EAA 1-800 USA-AOPA



WE REALLY WANT TO HEAR YOU SQUAWK!

By Jeff IMI, Sr.

We all know an operating transponder, with mode C altitude reporting is required as soon as we get just east of Wonder Lake (the Chicago "mode C veil"). We know also that any time we are working ATC radar, an operating transponder is almost essential.

But what about the rest of the time when we're ginning around VFR at the "lower" altitudes? Is there any reason you should squawk 1200 and ALT?

Take a minute to imagine the following scenarios:

* You're skirting the south edge of Janesville's Class D at 2500' westbound in MVFR. Your Comm. Radio is on 122.0, you're getting some winds from Flight Watch but you're squawking 1200, and your mode C is putting out 2500' (you're actually closer to 2600). A Baron is being vectored north to the ILS 4 at JVL. It's supposed to be at 2700', but it's actually at 2600'. Rockford calls: "Baron 123, you have traffic, two o'clock and five miles, altitude indicates 2500', unverified". "No contact." "Traffic's now about one o'clock and three miles, indicates 2600." "Nope, still don't see 'em." "Traffic is now twelve o'clock, less than a mile..." Baron Pilot (as he punches the yoke and racks it into a steep right turn): "Oh, ***** that was close!" You never saw him. You're both lucky he was searching for you!

* You're tooling along SE bound at 3500' over the heart of Wisconsin. You're listening to stereo - what a beautiful clear day. Commuter turbo-prop is descending for Rwy. 26 at Wausau/Stevens Point (CWA) in contact with the (non-radar) tower. As Commuter leaves 4000', a target appears on his TCAS. Commuter pilot to tower: "We're going to hold 'er at four thou for a minute, we've got traffic at thirty five, but we don't see 'em yet." Tower: "Roger, no reported traffic, advise Runway in sight." Commuter pilot to co-pilot: "well, we've passed 'em, never did see 'em, can't believe it, in 'severe-clear' like this." You never saw him either. Just maybe, due to the fact that he had TCAS and your transponder was operating you will get to see your grandkids after all! Remember, TCAS sees only other transponders.

* You're shooting a few landings at Galt on a nice Sunday. You're on downwind for 27. So much noise on 122.8! You've got the volume way down. You're high wing Cessna should be at 1700', but you're really at 1600' (hey, we're only human). Here comes a Cherokee on a 45 to downwind. He's showing 1700' but doesn't have a current local altimeter setting so he's actually at 1800'. As you converge, Cherokee is in blind zone above Cessna's right wing and Cessna is in blind zone below Cherokee's left wing. Fortunately, Cessna is Squawking, 1200 and ALT. Cherokee has TCAD (poor man's TCAS) and is showing traffic but hasn't spotted you yet. TCAD is now showing traffic at -100' at .7 NM so Cherokee breaks it off in a right 360 and reenters on

downwind. Now he sees you about to turn base. You never did see him. Good thing your transponder was operating. It may have just saved a big mess right here at our very own airport.

There are excuses for not operating one's transponder, however none of them are valid.

* Oops, forgot to turn it on. Use your checklist. If it isn't on the checklist, add it.

* It's not important. Re-read this article.

* Afraid I might get caught violating Special Use Airspace. Your transponder doesn't tell who you are, just, where you are. They see your primary return anyhow. They're not going to scramble interceptors. If they know your altitude, they can at least direct traffic around you, so just get out (and get your act together).

* I want my freedom. I hate computers (?). I don't want to talk to 'nobody'. What I'm doing is 'nobody's' dam business! Better stay on the ground until you grow up. You, and/or somebody else, could get hurt.

FLY-IN CALENDAR

NOVEMBER 2000

Call ahead for details. For Area **Young Eagle Rallies** see calendar in latest "Sport Aviation"

Are there Fly-Ins after October? Not many in this part of the country. See *SPORT AVIATION* and *AOPA PILOT* calendars for events in the south and southwest.

2001 ADVANCE PLANNER

Chapter Meetings are every 2nd Sat. at Galt, 10am
(April meeting 3rd Sat. acct. Sun 'N Fun)
Young Eagles every 2nd Sat., May - Oct., 11am-4pm

Jan 13 GALT EAA 932 PASTA POTLUCK
Feb 11-13 Heli-Expo, Anaheim, CA.
Apr 8-14 SUN 'N FUN, Lakeland, FL.
May 12 GALT EAA 932 PANCAKES & CYCLES
Jun 9 GALT EAA 932 INT'L YOUNG EAGLES
Jun 17-24 PARIS AIR SHOW, Paris, France
Jul 24-30 OSHKOSH, AIRVENTURE 2001
Aug 11 GALT EAA 932 FLYERS & TIRES
Sep 13-16 RENO AIR RACES
Sep 18-20 NBAA Convention, New Orleans, LA.
Oct 13 GALT EAA 932 CHILI / FIRE / HAY RIDE
Nov 8-10 AOPA Expo 2001, Ft. Lauderdale, FL.

